FREIGHT TRAFFIC WAS LIGHT

Grand Army Encampment Cut Down the Business Last Week.

In Passenger Lines the Greatest Number of Cars Was Moved of Any Week Since the World's Fair Began.

As would be expected with Indianapults lines handling the Grand Army encampment business, freight traffic was considerably interfered with last week; in fact, for three days some of the roads had their freight as well as passenger engines in the latter service. Coupled with the Grand Army of the Republic was the world's fair travel, which, in both directions, with the Big Four, the Cincinnati, Hamilton & Dayton, the Monon and the Pennsylvania lines was, last week, the heaviest of any week since the world's fair opened. While it was not expected that the freight tonnage last week, or even for some weeks to come, would reach the volume of the same week of last year, the business of the fall of 1812 being phenomenal, an opinion prevails with freight men that from now on the volume of trailic will compare favorably with years proceding 18.2, basing their opinions on the fact that but a small per cent. of the wool clip and wheat crop has yet been marketed, and to be added to this is a fair corn crop, except in central ludiana. From now on the shipments of flour, live stock and hardwood lumber eastward, and of both high and low class freights westward will increase and probably will be heavier than usual, as stocks of dry goods millinery, glass, nails, coke, coal and many other articles are lower than in any fall of years past. Local freight agents look for a perceptible increase in business as the fall advances. Manufacturers, as they resume operations, will require heavy consignments of raw material, and there is much, say the freight agents, that is encouraging in the outlook. The shipments of produce to this city are now heavy, and with this out-bound shipments increase, as the season has been so dry that many of the larger towns and be obliged to draw their supplies of fruits, vegetables, etc., from Indianapolis. Below is given the number of cars received and forwarded at this point for the week ending Sept. 9, as compared with the corresponding weeks of the preceding two Log Log Log

Name of Road.	893	aded cars, 891	aded cars, 892.
L. N. A. & C., Air-line L. D. & W. C., H. & D. (Indi'p'l's div.) L. E. & W. Penn'a lines Chie'go div. Col'bus div. Col'bus div. Eastern West div. Chie'go div. Chicago div.	227 208 686 812 454 701 446 1,169 976 1,004 873 972 1,230 1,522 1,779	1,687 2,477 2,544	503 1,573 1,254 1,397 1,597 2,203 1,663 2,028
Totals	12,559 3,781	20,202 4,016	18,234 4,619
Total movement	16,340	24,218	22,853

Freight Business for August,

The train records show that in August there were received and forwarded at Indianapolis a total of 89,984 cars, 69,397 being loaded. In July there were handled at Indianapolis 74,138 loaded cars, or 4,741 more than in August. Going back to August, 1892, there were handled in that month 82,312, or 12,915 more loaded cars than in August this year. To reach as light a loaded car movement at Indianapolis as that of August, 1898, one must go back to 1873. Of this decrease in business in August this year, of nearly 13,000 loaded cars, a shortage of about 8,500 was in through business, as is demonstrated in the light number of transfers over the Belt. The other 4,500 decrease is traceable to the shutting down of so many manufactories and the cessation of building, and stopping the shipments of building material to the city to a large extent. Through this decrease in business the Panhandle lines, the Big | and "that way made her stop," and with Four lines and the Cincinnati, Hamilton & Dayton have been the greatest sufferers. The Indianapolis & Vincennes, the Vandalia, the Lake Erie & Western and the Monon have come the nearest to handling an average August tonnage. The empty car movement was much larger than usual. reaching about 25 per cent., when it usually averages 20 per cent. of the total

On the Big Four system there were handled in August, on all divisions, the P. & E. not included, 653,173 passengers. The intends to maim or kill. Chicago division shows a handsome increase, while every other division handled fewer passengers than in August, 1892. In August there were handled on the Big Four lines proper 134,653 loaded cars, against 168,434 in August, 1892, a decrease this year of 83,781 loaded cars.

A fact that is creating considerable comment in freight circles is that the Peoria & Eastern is the only road in this territory which showed an increase in freight trailio for the month of August, there being handled on the system last month 18,777 louded cars, against 13,956 in August, 1892, an increase this year of 4,831 loaded cars. Had the passenger earnings of the road been as large as last year, a handsome increase in earnings for August, this year. would have been shown. World's fair travel benefits this road but little, while, when harvest home and Niagara Falls exeursions were run, in years past, the P. & E. profited by them. Some idea of the effect that the money

stringency has on the business of the railways is shown in the exhibits of the Pennsylvania Company of business handled in Angust at the city freight depots. Last mouth there were leaded and unloaded at the Indianapolis city freight depots 38.-3,922 cars, against 48,746,009 pounds, representing 4,427 cars in August, 1892, a decrease in tonnage this year of 10,202,205 pounds. and in number of carloads of freight handled 505 cars.

Echoes of the Encompment.

A. Galloway, superintandent of the Indispapolis division of the Cincinnati. Hamilton & Dayton, on Saturday sent in his official report to General Superintendent Waldo. This shows that a grand total of 24,415 passengers were handled on the four days of the encampment. Seventyfive passenger trains were run, hauling 498 coaches and 126 sleeping cars. The largest passenger train into Indianapolis during the encampment was No. 2, on Tuesday, it hanling eleven coaches, carrying 1,528 passengers, an average of 189 to the coach. In his report Mr. Galloway says, "on the part of the employes handling these trains, dispatchers, operators and others whose labors materially assisted in the same, it is due that we should make it known that the management appreciates their vigilant. careful and prompt service," and he desires personally to thank them for their

Personal, Local and General Notes. M. E. Ingalls, president of the Big Four. is expected home from the East to-day. The New York Central earned in August \$4.086,712, an increase over August, 1892, of

In the three days [ending Friday night the Big Four uptown ticket office sold 5,683 tickets to Chicago.

The Lake Erie & Western earned in

August \$229,195, a decrease as compared with August, 1892, of \$45,151. The Lake Shore has called for a reduction in east-bound rates from Chicago to the basis of that made by the lake and rail

routes. Efforte are already making to take the Eric lines out of the hands of a receiver. It is proposed to issue a new bond, bearing 4 per cent, per annum as a fixed charge, and 6 per cent. if earned.

It is probable that one of the large rooms in the Union Station and several of the smaller ones will be turned over to a rail- and give us the assurance that we sead men's branch of the Young Men's | are protected as we ought to be from need- | Chicago to appear before the coroner, he | any address for 25 cents.

Christian Association. It is proposed to fit up a fine reading room, bathroom and other conveniences to make it an attractive place to railroad men.

J. A. Barnard, general manager of the Peoria & Eastern, his subordinate officers and their respective clerical forces yesterday moved from the Union Station to their new offices on South Delaware street. Traffic is improving with the coal roads

earnings may now be looked for with many roads, as the distribution of the initial roads often reaches large tonnage. The Indianapolis & Vincen nes shows a large deficit in earnings for August, as compared with the same month last year. The earnings of August, 1892, were the largest of any month since the road opened

of Indiana and Obio, and more favorable

for business. World's fair travel started in yesterday very heavy; in fact, in both directions regniar trains are being run it two sections, ten to twelve cars to the section, and quite an improvement is noticeable in east-

bound travel. The funeral of the late John T. R. McKay, general freight agent of the Lake Shore road, was held in Cleveland on Saturday. at the family residence. A large number of prominent railroad men were in attendance, and business in the general offices was suspended as far as consistent. Monon Commercial Agents O'Reiley of Indianapolis, Newman of St. Louis, Man-ney of Michigan City, Hammond of Lafayette, Brecount of Cincinnati and Hart of Chicago had a conference with General Freight Agent Arnold on Saturday as regards taking steps to increase their freight

Receiver Calloway, of the Toledo, St. Louis & Kansas City, has filed his report with the United States federal court for August. This shows the receipts of the company to have been \$217,404 43. Of that sum \$168,279.83 was paid out in current expenses, and \$43,722.53 was paid in debts contracted before, and remaining unpaid at the time the road went into the hands of a receiver. On Sept. I there was a cash balance on hand of \$5,402.07 against \$7,-625.63 on Ang. 1.

The court having extended the time in which the second mortgage bondholders of the Indianapolis, Decatur & Western can carry out their deal with the Cincinnati, Hamilton & Dayton company, there seems but little doubt that the arrangement will be perfected as soon as the money market cases up a little, so that the second mortgage bondholders can place the new issue of bonds, the interest on which cities on the roads running out of here will | is guaranteed by the C., H. & D. company. It is unfortunate for the C., H. & D. people that the matter hangs fire, as, under D. & W. is drifting to other lines.

STREET-CAR CASUALTIES.

"Mechanie" Once More Urges the Importance of Capable Motormen.

To the Editor of the Indianapoils Journals In your issue of Aug. 23 was an article headed "Street-car Motormen," with the text, "The public demand for high speed, not the carmen, responsible for casualities." It is doubtful whether the writer of that article has read the preceding publications in your paper, boginning July 31 and followed up each Monday week on the subject under discussion. It is not for the purpose of instituting a fight against Mr. Galloway, any more than against motormen and conductors-as men-that the subject was first introduced, and no sentimentality need be indulged in by referring to the intelligence, politeness or good intention of the overworked, overexposed, and, added to this, the underpaid men. who are hired to do this business; nor is it necessary to offer as an excuse for "running people down," that a motorman cannot "see through a wagon" or "another ear" -both offered for two of the most needless" accidents we have yet had. Indianapolis residents do not want excuses for killing and maining citizens or strangers that come to visit, and as no personal attack has been made upon any man, the matter of shifting responsibility on the public, or of excusing individuals in charge of a system that results in such dreadful calamities will not bring the redress asked for of the wrongs that are being per-

petrated day after day on the streets. The ground taken, heretofore, in these criticisms was that in time these same raw motormen, unequested and unqualified for such responsible positions, would, by experience, and at the expense of buman life. be taught that they were dealing with forces they little dreamed of when they took charge; and who were told that "a turn this way of the crank made her go." this knowledge of a motor car were in-stalled as full-fledged motormen, barring a few exceptions, to get their education and qualification in the experience they should have on the lines. Those who have been unfortunate enough to have killed a boy, at an anwarrantable speed, because he "couldn't see through a wagon," or to have killed a woman "because he couldn't see through a car," will not be likely to ever again do the same thing. Nobody supposes for a moment that any man on the "line"

Of course we will have accidents and we will have rapid transit, too, but is that any reason why we shall not reduce the chances to the minimum? There is no premium to be allowed on unskilled labor because it can be had cheap. This is a well-learned lesson by all pre-eminently successful manufacturers. where merit sells the goods. The public demands a better and speedier way all the time, but it does not want to pay for it by being killed. The New York Central gave to the demanding public the "llyer," but who did they put in charge of that first train? The little "old man" with the "keep, blue-gray eyes" and the "steady nerve" was the best qualified man they had. Why? Because he knew almost to the turn of a wheel how fast he was running, and in what space, at any given speed, he could stop. He knew every "nerve and fiber of his machine," what speed "she would make," on "ups," and "curves," in fact, he was qualified, whatever it had cost him and others to get it. else he never would or could have run that

train. As long as we allow it and offer any kind of excuse for it, the syndicates to which we grant franchises will employ men who 543,784 pounds of freight, representing | are incompetent, and men knowing posttively that they are incompetent will assume the position they now occupy of motorman, and will go on causing casualties until they are stopped by rigid law requiring them to show cause why they are intrusted with these great engines, of which they know so little-some of them absolutely nething.

If some of the questions heretofore suggested-with many more, showing competency-cannot be answered, let our properly delegated municipal authority see to it that such a man, or men, are debarred from operating rapid transit of any kind. The citation by Mr. Galloway of railroad "accidents," running men down and killing men, is in no way a parallel to our street casualties. It is their "right of way," and the people are warned not to walk on the track, and at every crossing, not supplied with flagmen, cantionary signals, danger signs and other precautionary methods are used and demanded by rigid laws, to reduce to the minimum loss of life to the careless or venturesome, while on our streets everybody has an undisputed right to use them, and by common consent certain amenities are observed, while if "road law" is violated we have some redress by State statute. Not so with this system of rapid transit of such recent origin. But it is gratifying to read of some action being taken by the City Council, in even talking over the matter, and whether it results at once in giving us protection or not it is surely a step in the right direction and may lead to a well-formulated plan. regulating this deplorable state of affairs that makes our streets so unsafe at present. It is not enough to say that everybody is more of less to blame for people being killed or crippled almost daily upon thickly-crowd-

to ignorance of common law, the law of Put on these motors qualified and competent men, and surround the whole system of rapid transit with all the most improved safeguards now known for the protection of human life and limb; regulate the "down-town" speed to the real require-

less casualties, and the people as a whole will take their chance in this progressive age of keeping apace with the apirit of the times. Until then let us protest, and whether we do it through the columns of our newspapers-ever ready to lend space for public good-or whether we have to resort to other methods of educating the people up to the danger of employing the "forces" so requisite to our lighting method of doing business, by demanding it all to be placed in charge of fully qualified hands, let us never rest until it is done. INDIANAPOLIS, Sept. 9. MECHANIC.

NEWS IN SUNDAY'S JOURNAL.

Resume of Events at Home and Abroad Chronicled in the Issue of Sept. 10.

A child was born in a street car in New Another revolution is believed to have broken out in Nicaragua.

Seventy-four fourth-class postmasters were appointed yesterday. A big batch of nominations was sent to the Senate by the President.

Mrs. Jefferson Davis and Miss Winnie Davis will spend the winter in New York. A bull and a stallion, both valuable, killed each other in a fight near Oakland,

The anti-silver men in the House discredit reports of a compromise in the Sen-Cyrus Cole, a farmer living near Palmyra.

Ill., was knocked down and robbed of The Catholic congress adjourned after declaring itself in sympathy with all oppressed mankind.

It is believed that ex-Minister Blount will succeed Josiah Quincy as Assistant Secretary of State.

The New York bank statement showed the reserve intact, and was considered favorable all around. The A. P. A., which is developing rapidly in Kansas, has been refused a charter by

the Secretary of State. Brazil is on the verge of another bloody revolution, and martial law has been declared at Rio de Janeiro. The Union Pacific employes are favorable

to loaning their employers a part of their salary in lieu of a reduction. Mrs. Cleveland was delivered of a bouncing baby girl exactly at noon. It is the first child of a President born at the White

National League games: Brooklyn 4, St. Louis 3; Pittsburg 11, Beltimore 5; Philadelphia 6, Chicago 4: Boston 18, Louisville 9; Cleveland 6, Washington 2; New York 10, Cincinnati 1; New York 8, Cincinnati 2.

Gladstone has sent an important document to the Queen, intimating, it is thought, his readiness to comply with her wishes if she cares to dismiss the Ministry follow-ing home-rule defeat in the House of Lords. In connection with the fresh complications in Siamese matters, and as an offset to the Russian proposition to establish a naval coaling station off France, Germany

[From the Second Edition of the Sunday Journal.

has been ceded an Italian island for a like

Workmen Pleading for Protection. WASHINGTON, Sept. 9.—A delegation representing the flax and hemp interest appeared before the ways and means committee to-day. Mr. Turner, vice president of the Barbour Bros. Company, of New York, acted as spokesman for the delegation. He eard that the companies represented an investment of over \$5,000,000 and emp. ved between five and six thousand worl ers. He recommended that the commitretain the present duty on the products of the manufacturers. so that they could continue to be on an equality with foreign producers. He asked if changes were to be made they should be made quickly in order to restore

Mr. Joseph Stewart, of Philadelphia, claiming to represent 50,000 textile workers, pleaded for the committee to give assurance to the workingmen that no changes should be made in the duty on textile manufactures. A delegation was with him representing workers in lace curtains, uphoistering worsted goods, ingrain carpets, ribbons and cotton industries, He said these industries were terribly depressed, and he believed this condition was wholly due to threatened reduction of the tariff. He said the foreign maaufacturers were preparing to take advantage of a reduction of duties, and, with terrible earnestness, he appealed to the committee to make no change in the duty on manufactured goods.

"Who sent you here?" asked Mr. Torner. "The workingmen. We came of our own free will. All statements to the contrary

are false. Mr. Turner and the champion of the textile workers then crossed lances. Some hard knocks were given and received. Mr. Stewart flooring his antagonist when, in response to a question as to the right of the consumers, he said: "You would not destroy all our industries for an experiment, and then, if it did not work, legislate to re-establish the mills you had ruined?" Mr. Stewart, after duelling with several other members of the committee, declared that, in his opinion, a reduction of the tariff would be speedily followed by a fall

Mr. Fitzgerald, a woolen worker, testifled to the depressed condition of the woolen industry. "Our mills are practically all closed down," said he. "A year ago they were prosperous. We do not pretend to know all the causes that have brought about our present distress, but we do know that when there is no threat of a change in the law we are prosperous, and we think if assurance were now given that no tariff changes would be made in our industry, prosperity would revive.

James Edgar, another of the delegation, employed in a lace curtain manufactory, drew a graphic and pathetic picture of the distress among the textile workers in Philadelphia. "We do not demand, we only plead," he said, sadly. "In what you are about to do, give to the American workmen the benefit of the donbt.'

Chairman Wilson then took the witness in hand. "All you gentlemen claim," he said, addressing the workingmen's delegation, "that the restriction of importation has enabled your employers to pay high wages, and you protest again t a reduction of duties on the ground that if duties were reduced your industries would come in competition with foreign goods and your wages would be reduced. In other words. you believe that labor employed in the manufacture of goods which compete in the markets of the world can only be paid world's wages. This being assented to, Chairman Wilson went on to point out how products of the farm, wheat, cotton, etc., are products of many unprotected industries competed in the world's markets without a falling of wages to that paid in

foreign lands. Responsible for the Colchour Wreck, CHICAGO, Sept. 9 .- The investigation of Thursday morning's disaster at Colchonr, on the South Chicago and southern branch of the Pittsburg, Fort Wayne & Chicago railroad, begun at South Chicago, was brought to a conclusion this afternoon. The verdict fastened the responsibility for the wreck upon the operating officials of the railroad, and assigned as the cause of the accident imperfectly arranged schedules, improper track facilities and the criminal negligence of operators. The

verdict reads as follows: We, the jury, from the evidence and the surrounding circumstances, believe said collision was due to the imperfect make-up of the time-card regulating the movement of the trains and improper track facilialso, to the criminal negligence of operating officials, therefore we, the jury, recommend that Charles D. Law, superintendent, F. B. O'Connor and the rest of the managers of the western division of the P., Ft. W. & C., whose names to this jury are unknown, be

apprehended and held to await the action of the grand jury. FORT WAYNE, Ind., Sept. 9.-Frederick O'Connor, the train dispatcher whose forgetininess caused the fatal wreck Thursday morning near Chicago, left the city yesterday, and has not been seen by any of his friends here since. A lew minutes beed thoroughfares. It is wrong, radically fore he left the city he was overcome with wrong, and if any part of it is attributable | grief and walked from his rooms on Calhoun street to the kich Hotel. in the office mechanics or of physics, such ignorance his strength failed, and he fell in a faint, should not be excused on the ground of | with tears standing on his cheeks. He was ponintentional desire, but should be set | sick at heart and worn out physically down as criminal carelessness or negligence, and mentally. He lays the blame of the accident on no other person than himself, and he sent a private message to the coroner of Cook county, requesting him to release all the men held for the accident, as all of them were entirely innocent. He was sent away by his ments (not "wants") of the general public, | friends, because he could no longer endure the terrible strain. Although ordered to | nal, Sept. 2 to 8, inclusive, will be sent to

was compelled to forego the ordeal of such a trip, as his friends realized that he could never withstand the shock.

Fight with the Sports, BRAZIL, Ind., Sept. 9.-Sports from all over the county congregated in the city this evening to attend the Lloyd-McCarthy prize fight, which takes plack near Clay City, this county, some time to-night. Abe, better known as Kidd, resides in this city, and Kidd McCarthy, the other contestant, is from Memphis, Tenn. Sheriff Kingo, of this county, got word of this affair late in the day, and at 8 o'clock saw Lloyd with his friends on the street, and promptly ar-rested him, and turned him over to the hands of a deputy. Sports by the hundreds gathered around Lloyd and insisted on his release. Mayor McCullough was called on to release the prize fighter, and as he had not entered into a combat in the county as yet the Mayor found no law to hold him. This was greeted with wild shouts of joy from the crowd, and the slugger and his allies hurried off to John Dougherty's livery stable. Teams were quickly hitched up to convey them to the place of battle. The sheriff, however, rushed to the livery barn and ordered Mr. Dougherty to hold the teams. This he refused to do, and as the drivers passed the door the angry sheriff grabbed the horses' bits and drew a revolver on the driver. This caused profound consternation, and revolvers and weapons of all sorts were flashed, but not used. The sheriff decided he will stop the fight and an organized posse will be sent to prevent the set to.

G. A. R. Day at the Fair. CHICAGO, Sept. 9.- The total admissions paid to the fair to-day were 229,236, making a total 1,119,689 for the week. The Grand Army posts returning from Indianapolis paraded the grounds fully seven thousand strong, and, with a thousand school children, dedicated the new liberty bell in front of the west entrance of the Administration Building. Alice Scott, a winsome child, daughter of President Scott, of the California commission, swung the iron tongne of the belt for the first time, and the other children filed around, showering the bell with flowers. Director-general Davis and the Commander-in-chief of the G. A. R. stirred up enthusiasm with patriotic speeches, and Alice S. Mitchell sang her new song, "The Liberty Bell," The ocday had been set apart by the exposition for California, Utah and the Grand Army.

Accident on the Stage. Pirrssung, Sept. 9 .- During the due! scene between Mercutio and Tybalt, at the Duquesne Theater, this afternoon, Thomas Keene, the tragedian, accidentally thrust his sword into the left eye of Lawrence Lowell, destroying the sight. Lowell was playing Benvolio, and when Mercutio (Keene) stabbed Tybalt (Robert T. Haines) Lowell, who caught Haines when he fell, received the sword thrust in the eye. The sharp-pointed blade pierced the pupil and narrowly escaped entering the brain. Lowell was removed to the Hotel Schlosser and will not be able to appear again for several weeks. The physicians say the eye will be blind. Mr. Keene was very much depressed over the unfortunate affair. His wife will remain with Lowell until he recovers. Lowell formerly lived in Seattle.

The Brazilian Revolution. WASHINGTON, Sept. 9.—Brazil is on the verge of another bloody revolution. Martial law has been declared at Rio de Janeiro, the capital of the republic, and the inhabitants are in a state of intense excitement. They are in momentary terror lest the rebels holding the Brazilian war ships in the harbor will bombard the city. This information is official. It was communicated by telegraph to the Department of State to-day by United States Minister Thompson, who is now at Rio de Janeiro. In his dispatch Minister Thompson urged the government to send a war ship at once. to the scene of the disturbance. This was necessary for the protection of American interests at the Brazilian capital.

Smallpox at Muncle.

MUNCIE, Ind., Sept. 9.-A half dozen new cases of smallpox have been reported here to day. They are Mrs. John McGill, 617 South Liberty street; E. Clevenger, Mrs. E. Archer, John McGrath and a boy named Lloyd. All but the first are south of the railroad, in the infected district. All cases are being taken to the hospital established on Ohmer avenue. Some excitement was caused tonight. Frank . Clevenger loaded a shotgon and defied the guards to move his father. The city police took charge of the young man. There are now cases on West Washington, Shoemaker street and Liberty street, in the principal part of the city.

Incendiary Fire Caused by a Woman. LAFAYETTE, Ind., Sept. 9 .- An incendiary fire this afternoon burned six thousand bushels of old corn on the farm of James Murdock, together with farming machinery and twenty-five head of hogs. Loss, \$5,-000; no insurance. The fire is supposed to have been started by Mrs. Northcutt, daughter of Mr. Murdock, who is mentally unbalanced. The farm house was also fired in two places, but the flames were extinguished without great loss.

Two-Thirds Will Be Reinstated. PITTSBURG, Sept. 9 .- W. B. Shaw, ir., chief of the invoice division of the Pension Bureau, is in Pittsburg, and in an interview to-day stated that of the fourteen thousand pensioners suspended over two-thirds will be reinstated under Secretary Smith's new ruling. The effect of the new order is to place the burden of the proof for the suspension of a claim on the government. Before it was on the pensloner.

Geary Act May Be Amended. WASHINGTON, Sept. 9 .- It is probable that the protests of the Chinese government against the rigid execution of the Geary exclusion law are to be respected. and that legislation may be enacted which will amend the existing law by extending the limit allowed for registration, although not receding from the position heretofore assumed as to the constitutionality of the measure.

Methodists Will Meet at Lafayette. LAPORTE, Ind., Sept. 9 .- The Southwest Indiana Conference of the Methodist Episcopal Church, now in session in this city. has decided to hold its next meeting at Lafayette. The treasurer's report showed \$24,000 collected during the past year for the various church benevolences. A resolution to make Battleground the permanent place of holding the conferences was

Thirty-Five State Banks Failed. , TOPEKA, Kan., Sept. 9 .- At the close of business to-day Bank Commissioner Briedenthal and his assistants had made special examinations of 280 Kaness banks during the past six months. During that time thirty-five State banks have closed their doors. Five of them have resumed business. The aggregate amount involved in all these failures was less than \$1,500,000. Ten Thousand Chinese Drowned.

NEW YORK, Sept. 9 .- The North China Herald of Aug. 12 brings further details of the great flood, which it pronounces the most extensive since 1800. No less than 1,400 villages have been destroyed in the metropolitan prefecture of Shuntienfu slone, and ten thousand lives have been lost in Kuau Kiangtung. Mascot Improving.

BUFFALO, N. Y., Sept. 9 .- Mascot, the champion pacer, who went wrong at Fort Wayne and was brought home, shows steady improvement. On Wednesday he worked out a mile on the track here, and driver Andrews says he showed no sign of lameness.

Bed of Pure Rock Salt. NIAGARA FALLS, N. Y., Sept. 9 .- Workmen in the tunnel sewer, now being laid here, have found a pure bed of rock salt. Its location and magnitude are kept a close secret until more is learned about it,

but samples are remarkably tine. Wreck on the Panhandle. COLUMBUS, O., Sept. 10 .- A wreck was

caused to-day on the Panhandle by the

breaking in two of a freight train at Big Wainut, a few miles east of this city. An unknown man was killed. Frank Deitrick, a brakeman of Huntington, O., was probably fatally injured. Cassels Reorganized. ELIZABETH, N. J., Sept. 10.-The Cassel

Publishing Company, of New York, which

was recently forced to suspend, owing to

the defalcation of a trusted employe, has been reorganized. SETS of the G. A. R. edition of The JourSCHENCK'S

Mandrake Pills have a value as a household emedy far beyond the power of language to decribe. The family can hardly be true to itself hat does not keep them on hand for use in emer-

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Is the only veretable substitute for that da nge ous mineral, MERCURY, and while its action as a curative is fully equal, it possesses none of the perilous effects.

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For sale by all Druggists. Price 25 cts. per box; 3 boxes for 65 cts.; or sent by mail, postage free, on receipt of price. Dr. J. H. SCHENCK & SON, Philadelphia.

EDUCATIONAL.

Next session begins Tuesday, Sept. 12. Applicants for admission desiring credits for work done elsewhere, are required to furnish from former instruct ors exact statement of such work, together with cer tificate of standing attained therein. Time will be saved by submitting these statements at once (either by mail or in person).

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Twelfth year opens September 27. Prepares for all colleges for women. Boarding pupils received into the school residence. THEODORE L. SEW-ALL, MAY WRIGHT SEWALL, INDIANAPOLIS, IND., 343 North Pennsylvania street. For catalogues and further information address 67 Mapie street, Chicago, until September 20.

BOYS' CLASSICAL SCHOOL The next session will begin on MONDAY, SEPT. 18, at 783 North Delaware street, where beautiful rooms have been provided. Boys and young men prepared for HARVARD, YALE or any institution of higher learning, as well as for business. More than ordinary care given to quite young boys. Call on or address

L. R. BAUGHER,

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Owing to the meeting of the G. A. R. the opening of the above school has been postponed to Sept. 18.

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